

# california Clean Cars Campaign

## SUPPORT FROM LOCAL GOVERNMENTS & ELECTED OFFICIALS

### Cities and Counties

- City of Arcata
- City of Bell Gardens
- City of Benicia
- City of Berkeley
- City of Brisbane
- City of Burlingame
- City of Campbell
- City of Cloverdale
- City of Davis
- City of Dublin
- City of El Cerrito
- City of El Monte
- City of Fresno
- City of Healdsburg
- City of Huntington Park
- City of Livingston
- City of Long Beach
- City of Los Angeles
- City of Mendota
- City of Merced
- City of Millbrae
- City of Monterey
- City of Mountain View
- City of Palm Springs
- City of Palo Alto
- City of Petaluma
- City of Reedley
- City of Richmond
- City of Riverbank
- City of San Joaquin
- City of San Jose
- City of Santa Cruz
- City of Santa Monica
- City of Santa Rosa
- City of Sebastopol
- City of Sonoma
- City of Union City
- City of Visalia
- Town of Windsor
- Alameda County
- Contra Costa County
- Kern County
- Kings County
- Madera County
- Marin County
- San Francisco, City & County
- Santa Clara County
- Santa Cruz County
- Sonoma County

### Local and Regional Elected Officials

- Janet Abelson, Mayor, El Cerrito
- Oliver L. Baines III, Fresno City Council
- Carmelita Garcia, Mayor, Pacific Grove
- Jon Harrison, Councilmember, Redlands
- Mario F. Hernandez, Mayor, San Fernando
- Mike Lane, Visalia City Council
- Virginia Madueno, Mayor, City of Riverbank
- Eric Mar, SF County Board of Supervisors
- Patrick Morris, Mayor, San Bernardino
- Terry O'Day, Santa Monica City Council
- Elizabeth Patterson, Mayor, City of Benicia
- Mary-Michal Rawling, Merced City Council
- Anja Reinke, Mayor, City of Burbank
- Carol Russell, Councilmember, Cloverdale
- Anthony B. Santos, Mayor, San Leandro
- Helene Schneider, Mayor, Santa Barbara
- Anthony Wong, Mayor, Monterey Park

### Air Districts and Air Pollution Control Officers

- Bay Area Air Quality Management District
- CA Air Pollution Controls Officers Assoc.
- Eastern Kern Air Pollution Control District
- San Joaquin Valley Unified Air Pollution Control Dist.

### Other Government Related Entities

- Antelope Valley Clean Cities Coalition
- California Partnership for San Joaquin Valley
- Environmental Caucus, CA Democratic Party
- Local Government Commission
- Sacramento Regional Clean Cities Coalition
- Santa Clara County Cities Association
- Santa Clara County Public Health Department
- South Bay Cities Council of Governments
- Western Region Clean Cities Coalitions



*Proclamation Supporting*  
**CALIFORNIA CLEAN VEHICLE TECHNOLOGY**

*WHEREAS, California has been a national leader in advancing cleaner vehicle technologies by developing and implementing motor vehicle regulations under its federal Clean Air Act authority; and,*

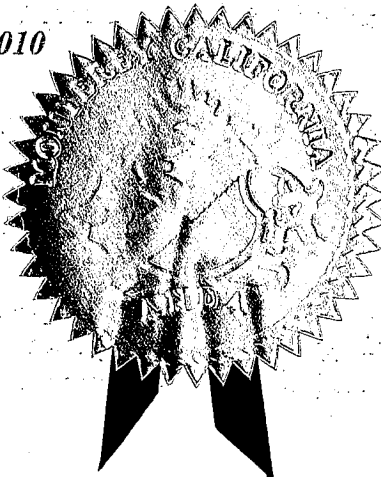
*WHEREAS, the impacts of global climate change are projected to compound air quality and the public health crisis. Motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and,*

*WHEREAS, the California Air Resources Board plans to develop and adopt new regulations to reduce vehicle emissions and greenhouse gases to promote the development of clean fuel structure and zero emission vehicle and technology options for consumers; and,*

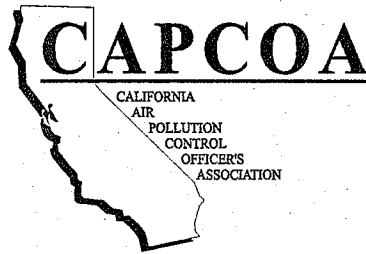
*WHEREAS, strengthening California's motor vehicle programs will improve California's air quality, promote energy independence, support new jobs and investments in clean technology, help California achieve its goal of reducing global warming emissions, and will continue California's long history of leadership on air quality and environmental policy.*

*NOW, THEREFORE, BE IT PROCLAIMED THAT I, Chuck Della Sala, Mayor of the City of Monterey, on behalf of the City Council and citizens, hereby support the California Air Resources Board's leadership in promoting clean and energy efficient motor vehicles, energy independence, zero emission technologies and improved quality of life in California.*

*Dated: September 1, 2010*



*Chuck Della Sala*  
Chuck Della Sala, Mayor



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## RESOLUTION

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*Whereas, California* is experiencing a public health crisis due to poor air quality; and

*Whereas, California* motor vehicles are significant emitters of ozone precursors, particulates, and air toxics, and the single largest anthropogenic source of greenhouse gas emissions in California; and

*Whereas, California* is dependent for nearly all of its transportation needs on petroleum; and

*Whereas, California* has been a national leader in advancing cleaner vehicle technologies; and

*Whereas, the California* Air Resources Board adopted clean vehicle regulations in 2004 to maximize feasible and cost-effective reductions in greenhouse gases from passenger vehicles; and

*Whereas, the California* Air Resources Board plans to develop and adopt new regulations to further reduce vehicle emissions of criteria air pollutants and greenhouse gases in 2011; and

*Whereas, strengthening California's* motor vehicle programs will improve the state's air quality, help meet goals for greenhouse gas emissions, and maintain the state's leadership on air quality policy;

*Now Therefore Be It Resolved,* that the California Air Pollution Control Officers Association hereby supports the California Air Resources Board in the development and adoption of an expanded Low Emission Vehicle (LEV III) standards and the strengthening of the state's Zero Emission Vehicle and Clean Fuels Outlet infrastructure programs through this resolution adopted February 11, 2011.

*Thomas J. Christofk*

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Thomas Christofk  
President



## **Resolution No. 2010-3**

### **RESOLUTION OF THE SOUTH BAY CITIES COUNCIL OF GOVERNMENTS PROMOTING CLEAN AND ENERGY EFFICIENT MOTOR VEHICLES, ENERGY INDEPENDENCE, ZERO EMISSION TECHNOLOGIES AND IMPROVED QUALITY OF LIFE IN CALIFORNIA AND FURTHERMORE SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN THIS AREA.**

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007;

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

WHEREAS, California depends on petroleum for 97 percent of its transportation needs; and motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

WHEREAS, California's Clean Fuels Outlet regulation is being updated to ensure that clean fueling infrastructure is sufficiently deployed to support the new vehicle market so that clean fuels are readily available to meet consumer demand for advanced clean vehicles; and

WHEREAS, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and emissions by promoting alternatives to driving, such as practical walking, biking, local use vehicles and innovative transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally; and

WHEREAS, the South Bay Cities COG and its member cities began inventorying greenhouse gas emissions two years ago in order to be able to set a baseline for actions that would lead to reductions; and

WHEREAS, the South Bay Cities COG and its member cities are demonstrating their leadership and commitment to support these efforts with today's technology by implementing local strategies such as the implementation of a Neighborhood Electric Vehicles (NEV) demonstration project, which will reduce gasoline vehicle cold starts, relieve congestion on the major streets and reduce air pollution; and

WHEREAS, because the majority of South Bay trips are less than 5 miles, a robust neighborhood electric vehicle project is one way of significantly reducing vehicle related emissions, reducing reliance on imported oil and reducing fuel costs, while helping protect the health and safety of our communities; and

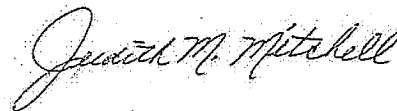
WHEREAS, the South Bay Cities COG asks for the support of the Southern California Association of Governments and the Los Angeles Metropolitan Transportation Authority to strategically implement the project, the California Energy Commission to help create incentives for zero-emission and near-zero-emission technologies to encourage widespread commercialization, as well as for neighborhood electric vehicle programs, and the California Department of Motor Vehicles to modify the California Vehicle Code to allow low-speed vehicles to travel at 35 mph to qualify for the relaxed federal Motor Vehicle Safety Standards; now, therefore be it

RESOLVED, that the South Bay Cities Council of Governments encourages the State of California and the California Air Resources Board to establish ambitious but achievable regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking, neighborhood electric vehicles, and innovative transit options; and further be it

RESOLVED, that the South Bay Cities Council of Governments requests the California Department of Motor Vehicles support the South Bay Cities COG's efforts to comply with the goals of SB 375 by allowing low-speed vehicles that travel at 35 mph to qualify for the relaxed federal Motor Vehicles Safety Standards, and the California Energy Commission adopt strong incentives for the purchase for zero-emission and near-zero-emission technologies, including neighborhood electric vehicles, and supporting infrastructure; and further be it

RESOLVED, that the South Bay Cities Council of Governments urges the State of California and the California Air Resources Board to continue its national and international leadership role in reducing motor vehicle emissions, and in its efforts to promote clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's Zero Emission Vehicle (ZEV) program to protect the health of California's economy, environment and its people.

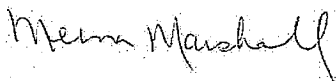
PASSED, APPROVED, AND ADOPTED this 22<sup>nd</sup> of July, 2010.



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Judy Mitchell, SBCCOG Chair  
Councilmember, Rolling Hills Estates

ATTEST:



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Merna Marshall, Secretary

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

**RESOLUTION No. 2011 - 02**

**A Resolution supporting the California Air Resources Board's leadership in promoting clean and energy efficient motor vehicles**

WHEREAS, California continues to experience poor air quality, with State residents living in many areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contribute to asthma attacks, hospitalizations and premature deaths; and

WHEREAS, the impacts of global climate change will affect air quality and health issues; and

WHEREAS, motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and a large source of global warming causing greenhouse gas emissions in California; and

WHEREAS, California has been a national leader in advancing cleaner vehicle technologies by developing and implementing motor vehicle regulations under its federal Clean Air Act authority; and

WHEREAS, the California Legislature enacted AB 1493 (Pavley, 2002) directing the California Air Resources Board to adopt regulations to achieve the maximum feasible and cost-effective reduction in greenhouse gases from passenger vehicles; and the California Air Resources Board adopted clean vehicle regulations in 2004; and

WHEREAS, thirteen other states and Washington D.C. have adopted California's regulations; and in coordination with the Obama Administration and America's automobile manufacturers, the United States Environmental Protection Agency and the United States Department of Transportation have based new national standards on California's clean car regulations; and

WHEREAS, in 2011, the California Air Resources Board plans to develop and adopt new regulations to reduce vehicle emissions of criteria air pollutants and greenhouse gases and to promote the development and deployment of clean fuel infrastructure and zero emission vehicle technology options for consumers; and

WHEREAS, strengthening California's motor vehicle programs will improve California's air quality, promote energy independence, support new jobs and investments in clean technology, help California achieve its goal of reducing global warming emissions, and will continue California's long history of national leadership on air quality and environmental policy;

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors urges the State of California and the California Air Resources Board to continue its national and international leadership role in reducing greenhouse gases and promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's Zero Emission Vehicle (ZEV) and Clean Fuels Outlet (CFO) infrastructure programs to protect the health of California's economy, environment and its people.

The foregoing resolution was duly and regularly introduced, passed and adopted at a regular meeting of the Board of Directors of the Bay Area Air Quality Management District on the Motion of Director HUDSON, seconded by Director WAGENKNECHT, on the 2nd day of FEBRUARY, 2011, by the following vote of the Board:

AYES: GIOIA, GROOM, HAGGERTY, HOSTERMAN, HUDSON, KLATT, KALRA, MAR, MILEY, TORLIATT, UILKEMA, WAGENKNECHT, YEAGER, BATES

NOES: NONE

ABSENT: BROWN, DALY, DUNNIGAN, GARNER, KNISS, ROSS, SPERING, ZANE

Tom Bates  
Tom Bates  
Chairperson of the Board of Directors

ATTEST:

Ash Kalra  
Ash Kalra  
Secretary of the Board of Directors

# CITY OF UNION CITY

## RESOLUTION

### *Supporting the California Air Resources Board's Leadership in Developing and Implementing Strategies for Reducing Emissions from Motor Vehicles*

*WHEREAS*, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants, such as particulate matter, annually contributes to hundreds of thousands of asthma attacks, and tens of thousands of hospitalizations and premature deaths, due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

*WHEREAS*, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts including asthma attacks, hospitalizations, and even premature deaths; and without significant actions, the State of California faces billions of dollars in public health damages; and

*WHEREAS*, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand, and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires, and rising temperatures associated with global warming; and

*WHEREAS*, California depends on petroleum for 97 percent of its transportation need, and motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming, causing greenhouse gas emissions in California; and

*WHEREAS*, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy, and spur innovation in low and zero emission vehicles; and

*WHEREAS*, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality, public health goals, and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving such as practical walking, biking and mass transit options; and

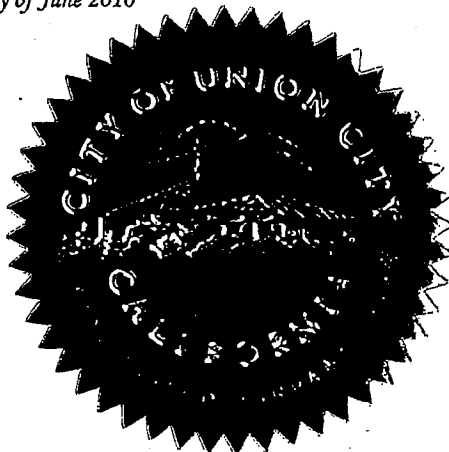
*WHEREAS*, California's history of national leadership is critical to protecting public health, creating a new green economy, and spurring action on global warming pollution nationally.

*NOW, THEREFORE, BE IT RESOLVED* that the City of Union City supports the State of California and the California Air Resources Board in its efforts to reduce criteria air pollutants and greenhouse gas emissions from motor vehicles while also advancing public health, air quality, the environment and the green economy in California; and

*BE IT FURTHER RESOLVED* that the City of Union City encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375, and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving such as practical walking, biking and mass transit options; and

*BE IT FURTHER RESOLVED* that the City of Union City urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases, and to strengthen the state's Zero Emission Vehicle (ZEV) program to protect the health of California's economy, environment and its people.

Dated this 29<sup>th</sup> Day of June 2010



Mark Green, Mayor





34009 ALVARADO-NILES ROAD  
UNION CITY, CALIFORNIA 94587  
(510) 471-3232

June 29, 2010

Mary Nichols, Chairman  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95812

Re: Support for Clean Cars Program and SB 375 to reduce vehicle emissions

Dear Chairman Nichols,

The City of Union City applauds the California Air Resources Board (CARB) for its national leadership in the development of programs to reduce greenhouse gas emissions and air pollution from motor vehicles in California. I strongly encourage CARB to establish more stringent vehicle emission standards for the next decade, while also working to ensure our communities are designed to reduce our dependency on driving. Our state's landmark global warming strategies provide a roadmap for transitioning to a robust, clean economy while also providing significant public health and environmental benefits.

Although our state has made progress in combating air pollution over the past 30 years, the fact remains that the vast majority of California residents still breathe unhealthy air and remain at risk for respiratory illnesses and even premature death. Air pollution is particularly harmful to our most vulnerable populations, such as infants and children, the elderly, those living in low-income communities or those suffering with chronic illnesses like asthma or heart disease. Unfortunately, global warming is expected to compound these problems by further threatening the quality of the air we breathe and increasing our public health burdens.

As transportation sources represent the largest contributors to greenhouse gases, smog and other air pollutants in our state, CARB must remain focused on reducing vehicle emissions. Improving land use planning, and strengthening conventional vehicle emission standards into the 50 mile per gallon range in the next decade will advance California's fight against global warming and air pollution and protect our quality of life.

Therefore, I urge CARB to develop and adopt the next generation of motor vehicle standards in 2010 by expanding California's Low Emission Vehicle (LEV III) program to reduce criteria pollutants and greenhouse gases from new vehicles and to strengthen California's Zero Emission Vehicle (ZEV) program to hasten the transition to truly clean transportation. I also support the adoption of strong regional targets to reduce greenhouse gas emissions from passenger vehicles by encouraging improved land use and transportation planning to reduce vehicle emissions, as envisioned by Senate Bill 375 (Steinberg, 2008).

Thank you for your leadership on global warming and air quality policy. I urge you to continue this important work to benefit the health of the people of California for generations to come.

Sincerely,

MARK GREEN  
Mayor

**RESOLUTION NO. 2707-10**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF WINDSOR  
SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN  
DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING  
CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING  
EMISSION REDUCTIONS FROM MOTOR VEHICLES**

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants, such as particulate matter, annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

**WHEREAS**, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

**WHEREAS**, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

**WHEREAS**, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nuñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

**WHEREAS**, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

**WHEREAS**, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

**WHEREAS**, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

**WHEREAS**, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public

health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

**WHEREAS**, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.

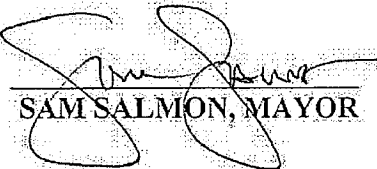
**NOW, THEREFORE, BE IT RESOLVED**, that the Town Council of the Town of Windsor supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California; and

**BE FURTHER IT RESOLVED**, that the Town of Windsor encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options; and

**BE IT FURTHER RESOLVED**, that the Town of Windsor urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

**PASSED, APPROVED AND ADOPTED** this 2<sup>nd</sup> day of June 2010, by the following vote:

**AYES:** COUNCILMEMBERS FUDGE, GOBLE, SCHOLAR AND  
MAYOR SALMON  
**NOES:** NONE  
**ABSTAIN:** NONE  
**ABSENT:** VICE MAYOR ALLEN

  
SAM SALMON, MAYOR

**ATTEST:**

  
MARIA DE LA O, TOWN CLERK

COUNTY OF SONOMA  
BOARD OF SUPERVISORS

575 ADMINISTRATION DRIVE, RM.  
100A  
SANTA ROSA, CALIFORNIA 95403

(707) 565-2241  
FAX (707) 565-3778



MEMBERS OF THE  
BOARD

VALERIE BROWN  
CHAIR

EFREN CARRILLO  
VICE CHAIR

MIKE KERNS

SHIRLEE ZANE

PAUL L. KELLEY

June 18, 2010

Chairwoman Mary Nichols  
California Air Resources Board  
1001 "I" Street  
P.O. Box 2815  
Sacramento, CA 95812

Dear Chairwoman Nichols:

On June 8<sup>th</sup>, the Sonoma County Board of Supervisors unanimously adopted a resolution supporting the California Air Resources Board's (ARB) efforts to implement effective strategies for meeting California Green House Gas (GHG) reduction goals as well as promoting emission reductions from motor vehicles. A copy of the resolution has been included for circulation.

The County of Sonoma has been an aggressive leader in the establishment of GHG reduction goals and has worked in innovative ways to pursue policies that will provide effective climate protection strategies. Working in partnership with the nine cities of the county, Sonoma County has created programs that are addressing climate change. Our most successful example is the Sonoma County Energy Independence Program, which is providing the financial means for property owners to retrofit their homes and businesses with energy and water conservation projects. This program has been hugely successful and is being replicated across the country. It is creating green jobs in the community and has reduced our GHG production by 2,900 tons in the first year alone.

The ARB must support local efforts such as ours by implementing AB 32 policies which advance public health, reduce GHGs, and support our economy. We ask the ARB to consider regional GHG targets as envisioned by SB 375 and work with local governments to incentivize land use and transportation planning. Finally we ask the ARB to adopt expanded Low Emission Vehicle III standards and to strengthen the state zero emission vehicle program.

Thank you and the ARB for their continued leadership. We look forward to working together on these vital issues.

Sincerely,

VALERIE K. BROWN  
Chairwoman and First District Supervisor

C. Board of Supervisors  
Veronica Ferguson, County Administrator  
Sonoma County Legislative Delegation  
Enclosure: Sonoma County Board of Supervisors Resolution #10-0468

RESOLUTION NUMBER 10478 (CCS)

(City Council Series)

A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF SANTA MONICA SUPPORTING THE CALIFORNIA AIR  
RESOURCES BOARD'S LEADERSHIP IN PROMOTING CLEAN AND ENERGY  
EFFICIENT MOTOR VEHICLES, ENERGY INDEPENDENCE, ZERO EMISSION  
TECHNOLOGIES AND IMPROVED QUALITY OF LIFE IN CALIFORNIA

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

WHEREAS, the impacts of global climate change are projected to compound this air quality and public health crisis; and

WHEREAS, motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

WHEREAS, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

WHEREAS, California has been a national leader in advancing cleaner vehicle technologies by developing and implementing motor vehicle regulations under its federal Clean Air Act authority; and

WHEREAS, the California Legislature enacted AB 1493 (Pavley, 2002) directing the California Air Resources Board to adopt regulations to achieve the maximum feasible and cost-effective reduction in greenhouse gases from passenger vehicles; and the California Air Resources Board adopted clean vehicle regulations in 2004; and

WHEREAS, thirteen other states and Washington D.C. have adopted California's regulations; and in coordination with the Obama Administration and America's automobile manufacturers, the United States Environmental Protection Agency and the United States Department of Transportation have based new national standards on California's clean car regulations; and

WHEREAS, in 2010, the California Air Resources Board plans to develop and adopt new vehicle regulations to reduce criteria air pollutants, greenhouse gases and

promote the development and deployment of zero emission vehicle technology options for consumers; and


WHEREAS, strengthening California's motor vehicle programs will improve California's air quality, promote energy independence, support new jobs and investments in clean technology, help California achieve its goal of reducing global warming emissions, and continue California's long history of national leadership on air quality and environmental policy.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA MONICA DOES RESOLVE AS FOLLOWS:


SECTION 1. The City Council of Santa Monica urges the State of California and the California Air Resources Board to continue its national and international leadership role in reducing greenhouse gases and promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

SECTION 2. The City Clerk shall certify to the adoption of this Resolution, and thenceforth and thereafter the same shall be in full force and effect.

APPROVED AS TO FORM:

  
MARSHA JONES MOUTRIE  
City Attorney

Adopted and approved this 11<sup>th</sup> day of May, 2010.

  
Pam O'Connor, Mayor Pro Tem

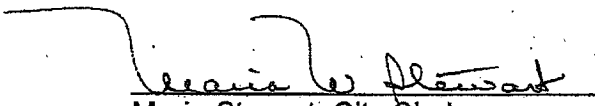
I, Maria Stewart, City Clerk of the City of Santa Monica, do hereby certify that the foregoing Resolution No. 10478 (CCS) was duly adopted at a meeting of the Santa Monica City Council held on the 11<sup>th</sup> day of May, 2010, by the following vote:

Ayes: Council members: O'Day, Davis, Shriver,  
McKeown, Mayor Pro Tem O'Connor

Noes: Council members: None

Absent: Council members: Bloom, Holbrook

ATTEST:

  
Maria Stewart, City Clerk





**BOARD OF SUPERVISORS**  
**COUNTY OF SANTA CLARA**  
COUNTY GOVERNMENT CENTER, EAST WING  
70 WEST HEDDING ST. / SAN JOSE, CA 95110 / (408) 299-2323

June 18, 2010

Mary Nichols  
Chair, California Air Resources Board  
1001 I Street  
Sacramento, CA 95812

**Re: Support for Clean Cars Program and SB 375 to reduce vehicle emissions**

Dear Chairman Nichols,

The Board of Supervisors of the County of Santa Clara applauds the California Air Resources Board (CARB) for its national leadership in the development of programs to reduce greenhouse gas emissions and air pollution from motor vehicles in California. We strongly encourage CARB to establish more stringent vehicle emission standards for the next decade, while also working to ensure our communities are designed to reduce our dependency on driving. Our state's landmark global warming strategies provide a roadmap for transitioning to a robust, clean economy while also providing significant public health and environmental benefits.

Although our state has made progress in combating air pollution over the past 30 years, the fact remains that the vast majority of California residents still breathe unhealthy air and remain at risk for respiratory illnesses and even premature death. Air pollution is particularly harmful to our most vulnerable populations, such as infants and children, the elderly, those living in low-income communities or those suffering with chronic illnesses like asthma or heart disease. Unfortunately, global warming is expected to compound these problems by further threatening the quality of the air we breathe and increasing our public health burdens.

As transportation sources represent the largest contributors to greenhouse gases, smog and other air pollutants in our state, CARB must remain focused on reducing vehicle



The Honorable Mary Nichols

June 18, 2010

Page 2

emissions. Improving land use planning, and strengthening conventional vehicle emission standards into the 50 mile per gallon range in the next decade will advance California's fight against global warming and air pollution and protect our quality of life.

Therefore, we urge CARB to develop and adopt the next generation of motor vehicle standards in 2010 by expanding California's Low Emission Vehicle (LEV III) program to reduce criteria pollutants and greenhouse gases from new vehicles and to strengthen California's Zero Emission Vehicle (ZEV) program to hasten the transition to truly clean transportation. We also support the adoption of strong regional targets to reduce greenhouse gas emissions from passenger vehicles by encouraging improved land use and transportation planning to reduce vehicle emissions, as envisioned by Senate Bill 375 (Steinberg, 2008).

Thank you for your leadership on global warming and air quality policy. We urge you and the Board to continue this important work to benefit the health of the people of California for generations to come.

Sincerely,

Dave Cortese

Vice-President, Board of Supervisors

c: Santa Clara County Legislative Delegation  
Board of Supervisors  
Jeffrey V. Smith, County Executive  
Michael Rattigan, Legislative Representative



## **Santa Clara County Cities Association**

### **RESOLUTION OF THE SANTA CLARA COUNTY CITIES ASSOCIATION, SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES. IT IS HEREBY RESOLVED, by the Board of Directors of the Santa Clara County Cities Association that**

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007;

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

WHEREAS, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nuñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

WHEREAS, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

WHEREAS, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

WHEREAS, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally; now, therefore be it

RESOLVED, that the Santa Clara County Cities Association supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California; and further be it

RESOLVED, that the Santa Clara County Cities Association encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options; and further be it

RESOLVED, that the Santa Clara County Cities Association urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.


**INTRODUCED AND PASSED: JUNE 10, 2010**

**ADOPTED BY THE FOLLOWING VOTE:**

**AYES:** BRYANT, CASAS, FURTADO, HAMILTON, MAHAN, MAHONEY, MALLOY, MILLER, PINHEIRO, PIRZYNSKI, SUMMIT, TATE

**NOES:**

**ABSENT:** LEIN, LICCARDO, LIVENGOOD



---

David Casas, President  
Santa Clara County Cities Association  
June 10, 2010

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK,  
CALIFORNIA, SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S  
LEADERSHIP IN PROMOTING CLEAN AND ENERGY EFFICIENT MOTOR  
VEHICLES, ENERGY INDEPENDENCE, ZERO EMISSION TECHNOLOGIES  
AND IMPROVED QUALITY OF LIFE IN CALIFORNIA**

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

**WHEREAS**, the impacts of global climate change are projected to compound this air quality and public health crisis; and

**WHEREAS**, motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

**WHEREAS**, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

**WHEREAS**, California has been a national leader in advancing cleaner vehicle technologies by developing and implementing motor vehicle regulations under its federal Clean Air Act authority; and

**WHEREAS**, the California Legislature enacted AB 1493 (Pavley, 2002) directing the California Air Resources Board to adopt regulations to achieve the maximum feasible and cost-effective reduction in greenhouse gases from passenger vehicles; and the California Air Resources Board adopted clean vehicle regulations in 2004; and

**WHEREAS**, thirteen other states and Washington D.C. have adopted California's regulations; and in coordination with the Obama Administration and America's automobile manufacturers, the United States Environmental Protection Agency and the United States Department of Transportation have based new national standards on California's clean car regulations; and

1  
2 **WHEREAS**, in 2010, the California Air Resources Board plans to develop and adopt new  
3 vehicle regulations to reduce criteria air pollutants, greenhouse gases and promote the development  
4 and deployment of zero emission vehicle technology options for consumers; and

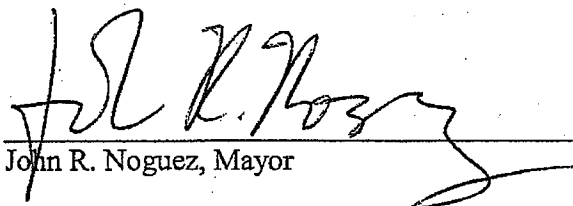
5 **WHEREAS**, strengthening California's motor vehicle programs will improve California's air  
6 quality, promote energy independence, support new jobs and investments in clean technology, help  
7 California achieve its goal of reducing global warming emissions, and will continue California's long  
8 history of national leadership on air quality and environmental policy.

9 **NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON**  
10 **PARK DOES HEREBY RESOLVE AS FOLLOWS:**


11 **SECTION 1.** The City of Huntington Park urges the State of California and the California  
12 Air Resources Board to continue its national and international leadership role in reducing greenhouse  
13 gases and promoting clean vehicle technologies by moving forward quickly to develop and adopt  
14 expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse  
15 gases and to strengthen the state's zero emission vehicle program to protect the health of California's  
16 economy, environment and its people.

17 **SECTION 2.** The City Clerk shall certify to the adoption of this Resolution.

18 **PASSED, APPROVED AND ADOPTED** this 17<sup>th</sup> day of May 2010.

19  
20  
21   
22 John R. Noguez, Mayor

23 **ATTEST:**

24  
25   
26 Rosanna Ramirez, City Clerk  
27  
28

1  
2  
3 ATTEST:

4 STATE OF CALIFORNIA )  
5 COUNTY OF LOS ANGELES ) SS  
6 CITY OF HUNTINGTON PARK)

7 I, Rosanna M. Ramirez, City Clerk of the City of Huntington Park, California, do hereby  
8 certify that the whole number of members of the City Council of said City is five; that the  
9 foregoing Resolution, being Resolution No. 2010-24 was duly passed and adopted by the City  
10 Council of the City of Huntington Park, approved and signed by the Mayor of said City, and  
11 attested to by the City Clerk of said City, all at a regular meeting of the City Council held on the  
12 17<sup>th</sup> day of May, 2010, and that the same was so passed and adopted by the following vote, to wit:

13 AYES: Council Members – Hernandez, Guerrero, Molina, Noguez

14 NOES: Council Members – None

15 ABSENT: Council Members – Gomez

16 ABSTAIN: Council Members – None  
17  
18

19  
20   
21 City Clerk  
22  
23  
24  
25  
26  
27  
28

THE WITHIN INSTRUMENT IS A CORRECT COPY OF  
THE ORIGINAL ON FILE IN THIS OFFICE

ATTEST

JUN 08 2010

VERONICA A. FERGUSON, Clerk of the Board of Supervisors  
of the State of California, in & for the County of Sonoma.

BY *[Signature]* DEPUTY

#16

Resolution No. 10-0468

County of Sonoma  
Santa Rosa, CA 95403

Date: 6/8/2010

**Resolution Of The Board Of Supervisors Of The County Of Sonoma, State Of  
California, Supporting The California Air Resource Board's Leadership In  
Developing And Implementing Strategies For Meeting California's Greenhouse Gas  
Reduction Targets, And In Promoting Emission Reductions From Motor Vehicles.**

**Whereas**, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nunez/Pavley, 2006) to address climate changes by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and,

**Whereas**, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and,

**Whereas**, since 2001, the Sonoma County Board of Supervisors has taken a series of actions to reduce the County's carbon footprint and lessen the County's impact on the environment including the Board's goal to reduce the County's greenhouse gas (GHG) emissions to 25% below 1990 levels by 2015; and,

**Whereas**, California's dependence on petroleum for 97 percent of its transportation need and its reliance on imported oil levels leaves California susceptible to volatile pricing and supply disruptions; and,

**Whereas**, California Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy, and spur innovation in low and zero emission vehicles; and,

**Whereas**, the California Legislature enacted SB 375 (Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking, and mass transit options; and,

**Whereas**, California's leadership is critical to protecting public health, creating a new green economy, and spurring action on global warming pollution nationally

**Now, Therefore, Be It Resolved**, that the Sonoma County Board of Supervisors supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and program that reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California.



**Resolution #10-0468**

**Date: 6/8/2010**

**Page 2**

**Be It Further Resolved** the Sonoma County Board of Supervisors encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking, and mass transit options.

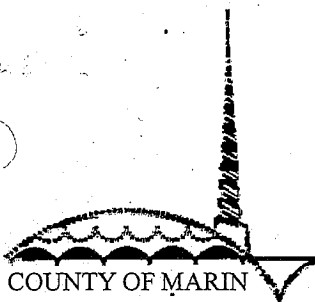
**Be It Further Resolved** the Sonoma County Board of Supervisors urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards and to reduce criteria air pollutants and greenhouse gases and to strengthen the state zero emission vehicle program to protect the health of California's economy, environment, and its people.

Supervisors:

Kerns: Aye    Zane: Aye    Kelley: Aye    Carrillo: Aye    Brown: Aye

Ayes: 5    Noes:    Absent:    Abstain:

So Ordered.



## THE BOARD OF SUPERVISORS OF MARIN

ADMINISTRATION BUILDING  
3501 CIVIC CENTER DR. SUITE 329  
SAN RAFAEL, CALIFORNIA 94903-4193  
TELEPHONE (415) 499-7331  
FAX (415) 499-3645  
TTY (415) 499-6172  
www.co.marin.ca.us/bos

April 12, 2010

Mary Nichols, Chairperson  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95812

Re: Support for strengthening California's Vehicle Standards and Climate Initiatives

Dear Chairperson Nichols,

On behalf of the Marin County Board of Supervisors, I write extend our support to the California Air Resources Board (CARB) for its leadership in the development of programs to reduce greenhouse gas emissions and air pollution in California. Our state's landmark global warming strategies provide a roadmap for transitioning to a robust, clean economy while also presenting opportunities for significant public health and environmental benefits.

Although our state has made progress in combating air pollution over the past 30 years, many of California's residents still remain at risk for respiratory illnesses and other health risks associated with polluted air. Air pollution is particularly harmful to our most vulnerable residents, such as infants and children, the elderly, those living in low-income communities, or those suffering from chronic illness. Unfortunately, global warming is only expected to further compound these problems.

As you know, transportation sources are the largest contributors to greenhouse gas emissions, smog, and other air pollutants in California. As a result, we support CARB's efforts to develop and adopt the next generation of motor vehicle standards in 2010, including an expansion of California's Low Emission Vehicle (LEV III) program and a strengthening of California's Zero Emission Vehicle (ZEV) program. We also support CARB in implementing AB 32 - the Global Warming Solutions Act, in order to fight global warming and air pollution. Finally, we support adoption of strong regional targets to reduce greenhouse gas emissions from passenger vehicles as set forth by SB 375.

Marin County supports your efforts to make California an environmental leader for the nation and world.

Respectfully submitted,

Judy Arnold, President  
Marin County Board of Supervisors

cc: Senator Mark Leno  
Assemblyman Jared Huffman

VICE-PRESIDENT

SUSAN L. ADAMS  
SAN RAFAEL  
1ST DISTRICT

HAROLD C. BROWN  
SAN ANSELMO  
2ND DISTRICT

CHARLES MCGLASHAN  
MILL VALLEY  
3RD DISTRICT

2ND VICE-PRESIDENT

STEVE KINSEY  
SAN GERONIMO  
4TH DISTRICT

PRESIDENT

JUDY ARNOLD  
NOVATO  
5TH DISTRICT

CLERK

MATTHEW H. HYMEL

**RESOLUTION NO. 2010-78**  
**RESOLUTION OF THE MARIN COUNTY BOARD OF SUPERVISORS**  
**SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN**  
**PROMOTING CLEAN AND ENERGY EFFICIENT MOTOR VEHICLES,**  
**ENERGY INDEPENDENCE, ZERO EMISSION TECHNOLOGIES AND**  
**IMPROVED QUALITY OF LIFE IN CALIFORNIA**

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

**WHEREAS**, the impacts of global climate change are projected to compound this air quality and public health crisis; and

**WHEREAS**, motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

**WHEREAS**, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

**WHEREAS**, California has been a national leader in advancing cleaner vehicle technologies by developing and implementing motor vehicle regulations under its federal Clean Air Act authority; and

**WHEREAS**, the California Legislature enacted AB 1493 (Pavley, 2002) directing the California Air Resources Board to adopt regulations to achieve the maximum feasible and cost-effective reduction in greenhouse gases from passenger vehicles; and the California Air Resources Board adopted clean vehicle regulations in 2004; and

**WHEREAS**, thirteen other states and Washington D.C. have adopted California's regulations; and in coordination with the Obama Administration and America's automobile manufacturers, the United States Environmental Protection Agency and the United States Department of Transportation have based new national standards on California's clean car regulations; and

**WHEREAS**, in 2010, the California Air Resources Board plans to develop and adopt new regulations to reduce vehicle emissions of criteria air pollutants and greenhouse gases and to promote the development and deployment of clean fuel infrastructure and zero emission vehicle technology options for consumers; and

**WHEREAS**, strengthening California's motor vehicle programs will improve California's air quality, promote energy independence, support new jobs and investments in clean technology, help California achieve its goal of reducing global warming emissions, and will continue California's long history of national leadership on air quality and environmental policy.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Supervisors of the County of Marin urges the State of California and the California Air Resources Board to continue its national and international leadership role in reducing greenhouse gases and promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's Zero Emission Vehicle (ZEV) and Clean Fuels Outlet (CFO) infrastructure programs to protect the health of California's economy, environment and its people.

**PASSED AND ADOPTED** at a regular meeting of the Board of Supervisors of the County of Marin held on this 24th day of August, 2010, by the following vote:

AYES: SUPERVISORS Susan L. Adams, Charles McGlashan, Steve Kinsey,  
Judy Arnold

NOES: NONE

ABSENT: SUPERVISOR Harold C. Brown, Jr.

  
\_\_\_\_\_  
PRESIDENT, BOARD OF SUPERVISORS

ATTEST:

  
\_\_\_\_\_  
CLERK

THE BOARD OF SUPERVISORS OF THE COUNTY OF ALAMEDA,  
STATE OF CALIFORNIA

RESOLUTION NO. R-~~2010~~-333

**RESOLUTION SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP  
IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR REDUCING EMISSIONS  
FROM MOTOR VEHICLES.**

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007;

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

WHEREAS, California depends on petroleum for 97 percent of its transportation needs; and motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

WHEREAS, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally;

NOW, THEREFORE BE IT RESOLVED, that the County of Alameda supports the State of California and the California Air Resources Board in its efforts to reduce criteria air pollutants and greenhouse gas emissions from motor vehicles while also advancing public health, air quality, the environment and the green economy in California; and

BE IT FURTHER RESOLVED, that the County of Alameda encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and

transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options; and

BE IT FURTHER RESOLVED, that the County of Alameda urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's Zero Emission Vehicle (ZEV) program to protect the health of California's economy, environment and its people.

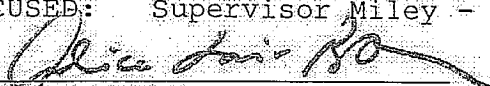
**ADOPTED BY THE FOLLOWING VOTE:**

AYES: Supervisors Carson, Haggerty, Steele and President Lai-Bitker - 4

NOES: None

~~ABSENT:~~

EXCUSED: Supervisor Miley - 1

  
ALICE LAI-BITKER  
PRESIDENT, BOARD OF SUPERVISORS

ATTEST:

Crystal Hishida Graff  
Clerk, Board of Supervisors

By 

APPROVED AS TO FORM

Richard E. Winnie  
County Counsel

By 

Deputy

RESOLUTION NO. 5797

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEBASTOPOL, SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES. IT IS HEREBY RESOLVED, by the City Council (the "Council") of the City of Sebastopol (the "City"), State of California that**

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007;

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

WHEREAS, the California Legislature enacted the Global Warming Solutions Act (AB 32: Núñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

WHEREAS, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

WHEREAS, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

WHEREAS, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally; now, therefore be it

NOW, THEREFORE, BE IT RESOLVED, that the City of Sebastopol supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that

reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California; and

BE IT FURTHER RESOLVED, that the City of Sebastopol encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options; and

BE IT FURTHER RESOLVED, that the City of Sebastopol urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

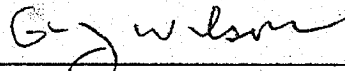
PASSED, APPROVED AND ADOPTED this day 18<sup>th</sup> day of May, 2010, by the following vote:

AYES: Councilmembers Robinson, Shaffer, Kelley and Vice Mayor Wilson


NOES: None

ABSTAIN: None

ABSENT: Mayor Gurney

  
\_\_\_\_\_  
GUY WILSON, VICE MAYOR

ATTEST:

  
\_\_\_\_\_  
MARY GOURLEY, CITY CLERK



**THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA**

and for Special Districts, Agencies and Authorities Governed by the Board

Adopted this Resolution on 05/11/2010 by the following vote:

AYES: ☒ 5  
John Gioia  
Gayle B. Uilkema  
Mary N. Piepho  
Susan A. Bonilla  
Federal D. Glover

NOES: ☐

ABSENT: ☐

ABSTAIN: ☐

RECUSE: ☐



Resolution No. 2010/248

**SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES**

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007;

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

WHEREAS, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nuñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

WHEREAS, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

WHEREAS, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

WHEREAS, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally; now, therefore be it

RESOLVED, that the County of Contra Costa supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California; and further be it

RESOLVED, that the County of Contra Costa encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options; and further be it

RESOLVED, that the County of Contra Costa urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

Contact: L. DeLaney, (925) 335-1097

ATTESTED: May 11, 2010

David J. Twa, County Administrator and Clerk of the Board of Supervisors

*Katherine Sinclair*  
By: Katherine Sinclair, Deputy

cc:

# City of Sonoma

Sonoma Sister Cities:

No. 1 The Plaza  
Sonoma, California 95476-6618  
Phone (707) 938-3681 Fax (707) 938-8775  
E-Mail: [cityhall@sonomacity.org](mailto:cityhall@sonomacity.org)



Aswan, Arab Republic of Egypt  
Chambolle-Musigny, France  
Greve in Chianti, Italy  
Kaniv, Ukraine  
Patzcuaro, Mexico

June 4, 2010

Mary Nichols, Chairman  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95812

Re: Strong Global Warming Regulations

Dear Chairman Nichols,

The City of Sonoma applauds the California Air Resources Board (CARB) for its national leadership in the development of programs to reduce greenhouse gas emissions and air pollution in California. Our state's landmark global warming strategies provide a roadmap for transitioning to a robust, clean economy while also presenting opportunities for significant public health and environmental benefits. I have enclosed a copy of the City of Sonoma's resolution of support.

Although our state has made progress in combating air pollution over the past 30 years, the fact remains that the vast majority of California residents still breathe unhealthy air and remain at risk for respiratory illnesses and even premature death. Air pollution is particularly harmful to our most vulnerable populations, such as infants and children, the elderly, those living in low-income communities or those suffering with chronic illnesses like asthma or heart disease. Unfortunately, global warming is expected to compound these problems by further threatening the quality of the air we breathe and increasing our public health burdens.

I strongly encourage CARB to continue its strong leadership by moving ahead to implement Global Warming Solutions Act (Assembly Bill 32, Nufiez, 2006) programs to fight global warming and air pollution. As transportation sources represent the largest contributors to greenhouse gases, smog and other air pollutants in our state, CARB must remain focused on reducing vehicle emissions.

Therefore, I also urge CARB to develop and adopt the next generation of motor vehicle standards in 2010 by expanding California's Low Emission Vehicle (LEV III) program to reduce criteria pollutants and greenhouse gases from new vehicles and to strengthen California's zero emission vehicle (ZEV) program. I also support the adoption of strong regional targets to reduce greenhouse gas emissions from passenger vehicles as envisioned by Senate Bill 375 (Steinberg, 2008). Improving land use planning, and ushering in the cleanest vehicles will advance California's fight against global warming and air pollution and protect our quality of life.

Sincerely,

Steve Barbose  
Mayor

Enc.

cc: Jenny Bard, American Lung Association of California

## **CITY OF SONOMA**

RESOLUTION NO. 24 - 1010

### **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SONOMA, SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES**

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007;

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

WHEREAS, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nuñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

WHEREAS, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

WHEREAS, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

WHEREAS, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally; now, therefore be it

NOW THEREFORE BE IT RESOLVED, that the City of Sonoma supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California; and further be it

RESOLVED, that the City of Sonoma encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options; and further be it

RESOLVED, that the City of Sonoma urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

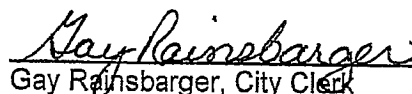
The foregoing Resolution was duly adopted this day 2nd day of June 2010, by the following vote:

Ayes:	Gallian, Brown, Barbose
Noes:	Sebastiani
Abstain:	Sanders
Absent:	None



Steve Barbose, Mayor

ATTEST:



Gay Rainsbarger, City Clerk

RESOLUTION NO. 27732

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollutions levels in California cost nearly \$200 million for 2005 to 2007; and

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires, and rising temperatures associated with global warming; and

WHEREAS, the California Legislature enacted the Global Warming Solutions Act (AB32: Nunez/Pavely, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

WHEREAS, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

WHEREAS, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricings and supply disruptions; and

WHEREAS, California's Clean Cars (AB1493: Pavely, 2002), Low Emission Vehicles (LEV) and Zero Emission Vehicles (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking, and mass transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Santa Rosa supports the State of California and California Air Resources Board in its efforts to implement AB32 policies and programs that reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California.

BE IT FURTHER RESOLVED that the Council encourages the State of California and California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB375 and to work with local governments to incentivize integrated land use and transportation planning that support air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving.

BE IT FURTHER RESOLVED that the Council urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's Zero Emission Vehicle program to protect the health of California's economy, environment and its people.

IN COUNCIL DULY PASSED this 14<sup>th</sup> day of September, 2010.

AYES: (7) Mayor Gorin, Vice Mayor Wysocky, Councilmembers Bender, Sawyer, Jacobi, Vas Dupre and Olivares

NOES: (0)

ABSENT: (0)

ABSTAIN: (0)

ATTEST: Sandi Bliss  
Deputy City Clerk

APPROVED: Susan Gorin  
Mayor

APPROVED AS TO FORM:

Carlene L. Zwick  
City Attorney

RESOLUTION NO. NS-28,264

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CRUZ  
SUPPORTING SB 375, THE CLEAN CARS PROGRAM AND THE CALIFORNIA AIR  
RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING  
STRATEGIES FOR REDUCING EMISSIONS FROM MOTOR VEHICLES TO ACHIEVE  
AB 32 CLIMATE ACTION GOALS

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths, and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

WHEREAS, California depends on petroleum for 97 percent of its transportation needs and motor vehicles are significant emitters of ozone precursors, particulates and air toxics – the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

WHEREAS, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santa Cruz that it hereby supports the State of California and the California Air Resources Board in its efforts to reduce criteria air pollutants and greenhouse gas emissions from motor vehicles while also advancing public health, air quality, the environment and the green economy in California.

BE IT FURTHER RESOLVED that the City Council encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to promote integrated land use and transportation planning that supports air quality and public health goals.



RESOLUTION NO. NS-28,264

BE IT FURTHER RESOLVED that the City Council encourages the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's Zero Emission Vehicle (ZEV) and Clean Fuels Outlet (CFO) infrastructure programs to protect the health of California's economy, environment and its people.

BE IT FURTHER RESOLVED that the Mayor is directed to transmit a copy of this resolution to the California Air Resources Board, State Senator Simitian, Assemblymember Monning and Governor Schwarzenegger.

PASSED AND ADOPTED this 14<sup>th</sup> day of September, 2010, by the following vote:

AYES: Councilmembers Lane, Mathews, Beiers, Madrigal, Robinson, Vice Mayor Coonerty.

NOES: None.

ABSENT: Mayor Rotkin.

DISQUALIFIED: None.

APPROVED: \_\_\_\_\_

Mayor

ATTEST: \_\_\_\_\_

City Clerk

## RESOLUTION NO. 2010-57

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROHNERT PARK

*Supporting*

### The California Air Resources Board's Strategies for Meeting California's Greenhouse Gas Reduction Targets

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards. This, together with other pollutants, contributes to asthma attacks, heart and lung disease, hospitalizations, and premature deaths and fuels Californian's astronomical public health costs; and

**WHEREAS**, global warming threatens California with more intense heat waves, more frequent droughts, flooding, agricultural losses, and greater energy demands; and

**WHEREAS**, the California Legislature enacted the Global Warming Solutions Act (AB 32) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and.

**WHEREAS**, the California Legislature enacted Senate Bill 375 to encourage integrated land use and transportation planning that supports air quality and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as walking, biking, and mass transit options; and

**WHEREAS**, California's Clean Cars (AB 1493) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Rohnert Park does hereby support ambitious regional greenhouse gas reduction targets and urges the Air Resources Board to continue its leadership role in protecting the health of California's economy, environment, and people.

**DULY AND REGULARLY ADOPTED** this 25th day of May, 2010.

City of Rohnert Park

Pam Stafford  
Mayor

Attest:

Beth Lister  
City Clerk Deputy



BELFORTE: <u>AYE</u>	BREEZE: <u>AYE</u>	CALLINAN: <u>AYE</u>	MACKENZIE: <u>AYE</u>	STAFFORD: <u>AYE</u>
AYES: (5)	NOES: (0)	ABSENT: (0)	ABSTAIN: (0)	

RESOLUTION NO. 54-10

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RICHMOND  
REAFFIRMING OUR SUPPORT FOR DEVELOPING AND IMPLEMENTING  
STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION  
TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR  
VEHICLES**

---

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007;

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

WHEREAS, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nuñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

WHEREAS, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

WHEREAS, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

WHEREAS, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally;

NOW, THEREFORE, BE IT RESOLVED, that the City of Richmond supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that verifiably reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California; and

BE IT FURTHER RESOLVED, that the City of Richmond encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse

gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options;

BE IT FURTHER RESOLVED, that the City of Richmond urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

I certify that the foregoing Resolution was passed and adopted by Richmond City Council at a regular meeting held on May 4, 2010 by the following vote:

AYES: Councilmembers Butt, Lopez, Rogers, Vice Mayor Ritterman,  
Viramontes, and Mayor McLaughlin

NOES: None.

ABSTENTIONS: None.

ABSENT: Councilmembers Bates.

DIANE HOLMES  
Clerk of the City of Richmond

(SEAL)

Approved:

GAYLE MCLAUGHLIN  
Mayor

Approved as to form:

RANDY RIDDLE  
City Attorney

State of California            }  
County of Contra Costa        } : ss.  
City of Richmond               }

I certify that the foregoing is a true copy of **Resolution No. 54-10**, finally passed and adopted by the City Council of the City of Richmond at a regular meeting held on May 4, 2010.

Resolution No. 2010-063 N.C.S.  
of the City of Petaluma, California

**SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN  
DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING  
CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN  
PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES**

**WHEREAS**, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nuñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and,

**WHEREAS**, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and,

**WHEREAS**, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and,

**WHEREAS**, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and,

**WHEREAS**, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and,

**WHEREAS**, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.

**NOW, THEREFORE, BE IT RESOLVED** that the City of Petaluma supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California.

**BE IT FURTHER RESOLVED** that the City of Petaluma encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals.

and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options.

**BE IT FURTHER RESOLVED** that the City of Petaluma urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

Under the power and authority conferred upon this Council by the Charter of said City.

**REFERENCE:**

I hereby certify the foregoing Resolution was introduced and adopted by the Council of the City of Petaluma at a Regular adjourned meeting on the 4<sup>th</sup> day of May, 2010, by the following vote:

Approved as to  
form:

City Attorney

**AYES:**

Barrett, Vice Mayor Glass, Harris, Healy, Renée, Mayor Torliatt

**NOES:**

None

**ABSENT:**

Rabbitt

**ABSTAIN:**

None

**ATTEST:**

*Clarice Cooper*  
City Clerk

*Paul R. M.*  
Mayor

# City of Palo Alto

*Office of the Mayor and City Council*

December 14, 2010

Mary Nichols, Chairman  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95812

Re: Strong Clean Cars Standards

Dear Chairman Nichols,

The City of Palo Alto applauds the California Air Resources Board (CARB) for its national leadership in the development of motor vehicle regulations that have reduced air pollution and improved public health in California and across the United States.

Although our state has made progress in combating air pollution over the past 30 years, the fact remains that the vast majority of California residents still breathe unhealthy air, exposing them to an increased risk of respiratory illnesses and even premature death. Air pollution is particularly harmful to our most vulnerable populations, such as infants and children, the elderly, those living in low-income communities or those suffering with chronic illnesses like asthma or heart disease. Unfortunately, global warming is expected to compound these problems by further threatening the quality of the air we breathe and increasing our public health burdens.

As transportation represents the leading source of air pollutants and greenhouse gases in California, reducing passenger vehicle emissions is a key component in our fight against air pollution, global warming and a variety of chronic illnesses. Our State's commitment to leading the nation in vehicle emission standards has played a critical role in helping protect the health of our environment and of our citizens. These regulations also incentivize the development of new vehicle technologies and fueling infrastructure, which helps to create jobs, reduce our dependence on oil and save California families and businesses on transportation costs. These standards are critical to achieving California's air pollution and greenhouse gas reduction goals, which are both issues of concern in our community.

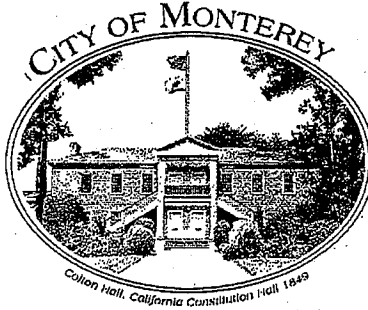
For these reasons, as the State of California develops rules to support the next generation of clean passenger vehicles, the City of Palo Alto urges CARB to push forward in 2010 to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases, and to strengthen the state's Zero Emission Vehicle (ZEV) and Clean Fuels Outlet (CFO) programs to ensure that the cleanest advanced vehicles and fuels are available to consumers.

Sincerely,



Patrick Burt  
Mayor of City of Palo Alto

P.O. Box 10250  
Palo Alto, CA 94303  
650.329.2477  
650.328.3631 fax



September 1, 2010

Mayor:  
CHUCK DELLA SALA

Councilmembers:  
LIBBY DOWNEY  
JEFF HAERMAN  
NANCY SELPRIDGE  
FRANK SOLLECITO

City Manager:  
FRED MEURER

Mary Nichols, Chairman  
California Air Resources Board  
1001 I St.  
Sacramento, CA 95812

RE: Strong Clean Cars Standards

Dear Chairman Nichols:

The City of Monterey applauds the California Air Resources Board (CARB) for its national leadership in the development of motor vehicle regulations that have reduced air pollution and improved public health in California and across the United States.

Although our State has made progress in combating air pollution over the past 30 years, the fact remains that the vast majority of California residents still breathe unhealthy air, exposing them to an increased risk of respiratory illnesses and even premature death. Air pollution is particularly harmful to our most vulnerable populations, such as infants and children, the elderly, those living in low-income communities or those suffering with chronic illnesses like asthma or heart disease. Unfortunately, global warming is expected to compound these problems by further threatening the quality of the air we breathe and increasing our public health burdens.

As transportation represents the leading source of air pollutants and greenhouse gases in California, reducing passenger vehicle emissions is a key component in our fight against air pollution, global warming and a variety of chronic illnesses. Our State's commitment to leading the nation in vehicle emission standards has played a critical role in helping protect the health of our environment and our citizens. These regulations also incentivize the development of new vehicle technologies and fueling infrastructure, which helps to create jobs, reduce our dependence on oil and save California families and businesses on transportation costs. These standards are critical to achieving California's air pollution and greenhouse gas reduction goals, which are both issues of concern in our community.

For these reasons, as the State of California develops rules to support the next generation of clean passenger vehicles, I urge CARB to push forward in 2010 to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases, and to strengthen the State's Zero Emission Vehicle (ZEV) and Clean Fuels Outlet (CFO) programs to ensure that the cleanest advanced vehicles and fuels are available to consumers.

Sincerely,

*Chuck Della Sala*

Chuck Della Sala  
Mayor



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**RESOLUTION NO. 2010-25**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON PARK,  
CALIFORNIA, SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S  
LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING  
CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING  
EMISSION REDUCTIONS FROM MOTOR VEHICLES**

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007;

**WHEREAS**, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

**WHEREAS**, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

**WHEREAS**, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nuñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

**WHEREAS**, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

**WHEREAS**, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

1       **WHEREAS**, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle  
2 (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new  
3 jobs and investments in California's emerging green economy and spur innovation in low and zero  
4 emission vehicles; and

5       **WHEREAS**, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to  
6 encourage integrated land use and transportation planning that supports air quality and public health  
7 goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by  
8 promoting alternatives to driving, such as practical walking, biking and mass transit options; and

9       **WHEREAS**, California's history of national leadership is critical to protecting public health,  
10 creating a new green economy and spurring action on global warming pollution nationally.

11       **NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON  
12 PARK DOES HEREBY RESOLVE AS FOLLOWS:**

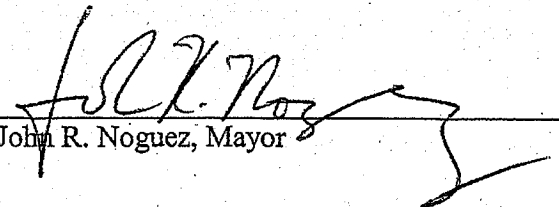
13       **SECTION 1.** The City of Huntington Park supports the State of California and the California  
14 Air Resources Board in its efforts to implement AB 32 policies and programs that reduce greenhouse  
15 gas emissions while also advancing public health, air quality, the environment and the green economy  
16 in California.

17       **SECTION 2.** The City of Huntington Park encourages the State of California and the  
18 California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as  
19 envisioned by SB 375 and to work with local governments to incentivize integrated land use and  
20 transportation planning that supports air quality and public health goals and emphasizes reductions in  
21 vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass  
22 transit options.

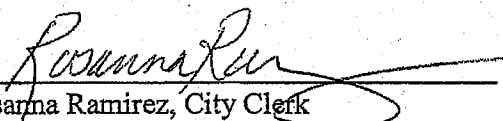
23       **SECTION 3.** The City of Huntington Park urges the State of California and the California  
24 Air Resources Board to continue its national and international leadership role in promoting clean  
25 vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission  
26 Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen  
27 the state's zero emission vehicle program to protect the health of California's economy, environment  
28 and its people.

**SECTION 4.** The City Clerk shall certify to the adoption of this Resolution.

1 PASSED, APPROVED AND ADOPTED this 17<sup>th</sup> day of May 2010.  
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John R. Noguez, Mayor

7 ATTEST:

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10 Rosanna Ramirez, City Clerk  
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3 ATTEST:

4 STATE OF CALIFORNIA )  
5 COUNTY OF LOS ANGELES ) SS  
6 CITY OF HUNTINGTON PARK)

7 I, Rosanna M. Ramirez, City Clerk of the City of Huntington Park, California, do hereby  
8 certify that the whole number of members of the City Council of said City is five; that the  
9 foregoing Resolution, being Resolution No. 2010-25 was duly passed and adopted by the City  
10 Council of the City of Huntington Park, approved and signed by the Mayor of said City, and  
11 attested to by the City Clerk of said City, all at a regular meeting of the City Council held on the  
12 17<sup>th</sup> day of May, 2010, and that the same was so passed and adopted by the following vote, to wit:

13 AYES: Council Members – Hernandez, Guerrero, Molina, Noguez

14 NOES: Council Members – None

15 ABSENT: Council Members – Gomez

16 ABSTAIN: Council Members – None  
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21 City Clerk  
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CITY OF HEALDSBURG

RESOLUTION NO. 96-2010

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
HEALDSBURG SUPPORTING THE CALIFORNIA AIR  
RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND  
IMPLEMENTING STRATEGIES FOR REDUCING EMISSIONS  
FROM MOTOR VEHICLES

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

WHEREAS, California depends on petroleum for 97 percent of its transportation needs; and motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

WHEREAS, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Healdsburg hereby supports the State of California and the California Air Resources Board in its efforts to reduce air pollutants and greenhouse gas emissions from motor vehicles while also advancing public health, air quality, the environment and the green economy in California; and

BE IT FURTHER RESOLVED, that the City Council encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options; and

BE IT FURTHER RESOLVED, that the City Council urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's Zero Emission Vehicle (ZEV) program to protect the health of California's economy, environment and its people.

PASS, APPROVED AND ADOPTED, this 2<sup>nd</sup> day of August, 2010; by the following vote:

AYES: Councilmembers: (4) Chambers, Plass, Schaffner, and Mayor Wood

NOES: Councilmembers: (0) None

ABSENT: Councilmembers: (1) Ziedrich

ABSTAINING: Councilmembers: (0) None

SO ORDERED:

/S/ JAMES D. WOOD

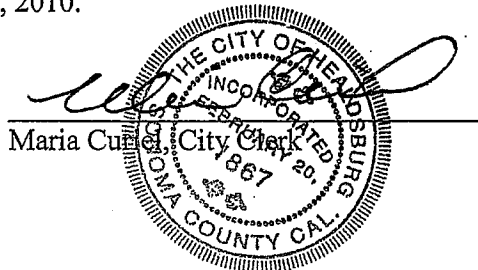
James D. Wood, Mayor

ATTEST:

/S/ MARIA CURIEL

Maria Curiel, City Clerk

I, MARIA CURIEL, City Clerk of the City of Healdsburg, do hereby certify that the foregoing is a full, true, and correct copy of a resolution adopted by the City Council of the City of Healdsburg on the 2<sup>nd</sup> day of August, 2010.





## CITY OF DUBLIN

100 Civic Plaza, Dublin, California 94568

Website: [www.cityofdublin.org](http://www.cityofdublin.org)

September 21, 2010

Mary Nichols, Chairman  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95812

### Re: Support for Clean Cars Program and SB 375 to Reduce Vehicle Emissions

Dear Chairman Nichols:

The City of Dublin applauds the California Air Resources Board (CARB) for its national leadership in the development of programs to reduce greenhouse gas emissions and air pollution from motor vehicles in California. Our state's landmark global warming strategies provide a roadmap for transitioning to a robust, clean economy while also presenting opportunities for significant public health and environmental benefits.

Although our state has made progress in combating air pollution over the past 30 years, the fact remains that the vast majority of California residents still breathe unhealthy air and remain at risk for respiratory illnesses and even premature death. Air pollution is particularly harmful to our most vulnerable populations, such as infants and children, the elderly, those living in low income communities or those suffering with chronic illnesses like asthma or heart disease.

As transportation sources represent the largest contributors to greenhouse gases, smog and other air pollutants in our state, CARB must remain focused on reducing vehicle emissions. Improving land use planning and ushering in the cleanest vehicles will advance California's fight against air pollution and protect our quality of life. The City of Dublin also urges CARB to develop and adopt the next generation of motor vehicle standards in 2010 by expanding California's Low Emission Vehicle (LEV III) program to reduce criteria pollutants and greenhouse gases from new vehicles and to strengthen California's zero emission vehicle (ZEV) program, and to ensure the clean fuels needed to support this program are available to consumers by strengthening the Clean Fuels Outlet regulation. The City of Dublin also supports the adoption of strong regional targets to reduce greenhouse gas emissions from passenger vehicles by encouraging improved land use and transportation planning to reduce vehicle emissions, as envisioned by Senate Bill 375 (Steinberg, 2008).

The Dublin City Council thanks you for your leadership on global warming and air quality policy and urges you to continue this important work to benefit the health of the people of California for generations to come.

Sincerely,

Tim Sbranti  
Mayor

cc: Dublin City Council

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**RESOLUTION NO. XX - 10**

**A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF DUBLIN**

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**SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP  
IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR REDUCING EMISSIONS  
FROM MOTOR VEHICLES**

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease, and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007;

**WHEREAS**, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths, and without significant actions, the State of California faces billions of dollars in public health damages; and

**WHEREAS**, California depends on petroleum for 97 percent of its transportation needs, and motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of greenhouse gas emissions in California; and

**WHEREAS**, California's Clean Fuels Outlet regulation is being updated to ensure that clean fueling infrastructure is sufficiently deployed to support the new vehicle market so that clean fuels like hydrogen are readily available to meet consumer demand for advanced clean vehicles; and

**WHEREAS**, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

**WHEREAS**, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles

8.1 9-17-10  
ATTACHMENT 1



traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

**WHEREAS**, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on curtailing greenhouse gas emissions nationally.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of Dublin supports the State of California and the California Air Resources Board in its efforts to reduce criteria air pollutants and greenhouse gas emissions from motor vehicles while also advancing public health, air quality, the environment and the green economy in California.

**BE IT FURTHER RESOLVED**, that the City Council of the City of Dublin encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options.

**BE IT FURTHER RESOLVED**, that the City Council of the City of Dublin urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the State's Zero Emission Vehicle (ZEV) and Clean Fuels Outlet (CFO) infrastructure programs to protect the health of California's economy, environment and its people.

**PASSED, APPROVED AND ADOPTED** this 21st day of September, 2010, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**ATTEST:**

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

**RESOLUTION NO. 10-69**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA  
SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP  
IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING  
CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN  
PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES**

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

**WHEREAS**, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

**WHEREAS**, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

**WHEREAS**, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nuñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

**WHEREAS**, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

**WHEREAS**, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

**WHEREAS**, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

**WHEREAS**, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

**WHEREAS**, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.

**NOW THEREFORE BE IT RESOLVED**, that the City of Benicia supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California; and

**BE IT FURTHER RESOLVED**, that the City of Benicia encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options; and

**BE IT FURTHER RESOLVED**, that the City of Benicia urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

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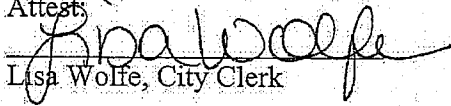
On motion of Council Member **Campbell**, seconded by Council Member **Ioakimedes**, the above resolution was introduced and passed by the City Council of the City of Benicia at a regular meeting of said Council held on the 1<sup>st</sup> day of June, 2010 and adopted by the following vote:

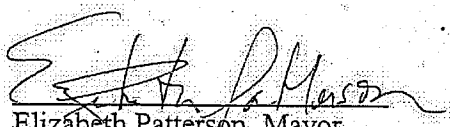
Ayes: **Council Members Campbell, Ioakimedes and Mayor Patterson**

Noes: **Council Members Hughes and Schwartzman**

Absent: **None**

Attest:

  
Lisa Wolfe, City Clerk

  
Elizabeth Patterson, Mayor

**CITY OF CLOVERDALE  
CITY COUNCIL  
RESOLUTION 023-2010**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVERDALE  
SUPPORTING THE  
CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND  
IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS  
REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM  
MOTOR VEHICLES**

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007;

**WHEREAS**, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

**WHEREAS**, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

**WHEREAS**, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nuñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

**WHEREAS**, the pursuit of these goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

**WHEREAS**, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

**WHEREAS**, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

**WHEREAS**, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

**WHEREAS**, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.

**NOW, THEREFORE, BE IT RESOLVED** that the City of Cloverdale supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that reduce greenhouse gas emissions while also advancing public health, air quality,

environmental and green economy goals in California.

**BE IT FURTHER RESOLVED** that the City of Cloverdale encourages the State of California and the California Air Resources Board to establish regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options.

**BE IT FURTHER RESOLVED** that the City of Cloverdale urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

It is hereby certified that the foregoing Resolution No. 023-2010 was duly introduced and legally adopted by the City Council of the City of Cloverdale at its regular meeting held on this 28<sup>th</sup> day of April 2010 by the following vote: (4-ayes, 1-absent).

AYES: Councilmembers Palla, Wolter, Brigham and Vice Mayor Raymond  
NOES: None  
ABSENT: Mayor Russell  
ABSTAIN: None

APPROVED:

Jessalee Raymond  
Jessalee Raymond, Vice Mayor

ATTESTED:

Jill Garibaldi  
Jill Garibaldi, Deputy City Clerk



**CITY OF CAMPBELL**

Mayor's Office

May 27, 2010

Ms. Mary Nichols, Chairperson  
California Air Resources Boards  
1001 I Street  
Sacramento, CA 95812

RE: Support for Global Warming Solutions Act and California's Clean Cars Program (AB 32 / AB 1493)

Dear Chairperson Nichols:

The City of Campbell applauds the California Air Resources Boards (CARB) for its leadership in the development of programs to reduce greenhouse gas emissions and air pollution in California. Our State's global warming strategies provide a roadmap for transitioning to a robust, clean economy while also presenting opportunities for significant public health and environmental benefits.

Although the State has made progress in combating air pollution over the past 30 years, the fact remains that the vast majority of California residents still breathe unhealthy air and remain at risk for respiratory illnesses and even premature death. Air pollution is particularly harmful to our most vulnerable populations, such as infants, children, the elderly, those living in low-income communities or those suffering with chronic illnesses like asthma or heart disease. Unfortunately, global warming is expected to compound these problems by further threatening the quality of the air we breathe and increasing our public health burdens.

I strongly encourage CARB to continue its strong leadership by moving ahead to implement Global Warming Solutions Act (AB 32) programs to fight global warming and air pollution. As transportation sources represent the largest contributors to greenhouse gasses, smog and other air pollutants in our State, CARB must remain focused on reducing vehicle emissions.

I also support the adoption of strong regional targets to reduce greenhouse gas emissions from passenger vehicles as envisioned by Senate Bill 375 (Steinberg, 2008). Improving land use planning, and ushering in the cleanest vehicles will advance California's Fight against global warming and air pollution and protect our quality of life.

Sincerely,

Evan D. Low  
Mayor

cc: City Council  
Jenny Bard  
American Lung Association  
115 Talbot Avenue  
Santa Rosa, CA 95404

**RESOLUTION NO. 2010-33**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRISBANE,  
SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN  
DEVELOPING AND IMPLEMENTING STRATEGIES FOR REDUCING EMISSIONS  
FROM MOTOR VEHICLES**

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

**WHEREAS**, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

**WHEREAS**, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

**WHEREAS**, California depends on petroleum for 97 percent of its transportation needs; and motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

**WHEREAS**, California's Clean Cars (AB 1493: Payley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

**WHEREAS**, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

**WHEREAS**, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.



**NOW THEREFORE BE IT RESOLVED**, that the City of Brisbane supports the State of California and the California Air Resources Board in its efforts to reduce criteria air pollutants and greenhouse gas emissions from motor vehicles while also advancing public health, air quality, the environment and the green economy in California; and

**BE IT FURTHER RESOLVED**, that the City of Brisbane encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options; and

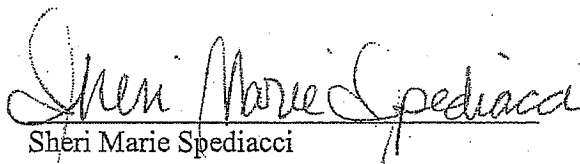
**BE IT FURTHER RESOLVED**, that the City of Brisbane urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's Zero Emission Vehicle (ZEV) program to protect the health of California's economy, environment and its people.

I certify that the foregoing Resolution No. 2010-33 was duly and regularly adopted at a regular meeting of the Brisbane City Council on the 21st day of June, 2010, by the following vote:

AYES: Councilmembers Bologoff, Lentz, Richardson, Waldo, and Mayor Conway

NOES: None

ABSENT: None

  
Sheri Marie Spediacci  
City Clerk

**RESOLUTION NO.101-10**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARCATA SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR REDUCING EMISSIONS FROM MOTOR VEHICLES**

WHEREAS, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

WHEREAS, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

WHEREAS, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

WHEREAS, California depends on petroleum for 97 percent of its transportation needs; and motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

WHEREAS, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

WHEREAS, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

WHEREAS, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally;

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Arcata supports the State of California and the California Air Resources Board in its efforts to reduce criteria air pollutants and greenhouse gas emissions from motor vehicles while also advancing public health, air quality, the environment and the green economy in California; and

BE IT FURTHER RESOLVED, that the City Council of the City of Arcata encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options;

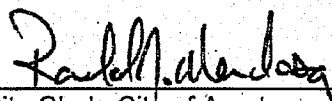
BE IT FINALLY RESOLVED, that the City COUNCIL OF THE CITY OF ARCATA urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's Zero Emission Vehicle (ZEV) program to protect the health of California's economy, environment and its people.


This resolution shall be effective upon its adoption.

DATED: July 7, 2010

ATTEST:

APPROVED:

  
\_\_\_\_\_  
City Clerk, City of Arcata

  
\_\_\_\_\_  
Mayor, City of Arcata

#### CLERK'S CERTIFICATE

I hereby certify that the foregoing is a true and correct copy of **Resolution No. 101-10**, passed and adopted at a regular meeting of the City Council of the City of Arcata, Humboldt County, California, held on the 7<sup>th</sup> day of July, 2010, by the following vote:

AYES: **STILLMAN, ORNELAS, WHEETLEY, BRINTON**

NOES: **NONE**

ABSENT: **WINKLER**

ABSTENTIONS: **NONE**

  
\_\_\_\_\_  
City Clerk, City of Arcata

**RESOLUTION NO. 2010-19**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELL GARDENS,  
SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP  
IN PROMOTING CLEAN AND ENERGY EFFICIENT MOTOR VEHICLES,  
ENERGY INDEPENDENCE, ZERO EMISSION TECHNOLOGIES AND  
IMPROVED QUALITY OF LIFE IN CALIFORNIA.**

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

**WHEREAS**, the impacts of global climate change are projected to compound this air quality and public health crisis; and

**WHEREAS**, motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

**WHEREAS**, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

**WHEREAS**, California has been a national leader in advancing cleaner vehicle technologies by developing and implementing motor vehicle regulations under its federal Clean Air Act authority; and

**WHEREAS**, the California Legislature enacted AB 1493 (Pavley, 2002) directing the California Air Resources Board to adopt regulations to achieve the maximum feasible and cost-effective reduction in greenhouse gases from passenger vehicles; and the California Air Resources Board adopted clean vehicle regulations in 2004; and

**WHEREAS**, thirteen other states and Washington D.C. have adopted California's regulations; and in coordination with the Obama Administration and America's automobile manufacturers, the United States Environmental Protection Agency and the United States Department of Transportation have based new national standards on California's clean car regulations; and

**WHEREAS**, in 2010, the California Air Resources Board plans to develop and adopt new vehicle regulations to reduce criteria air pollutants, greenhouse gases and promote the development and deployment of zero emission vehicle technology options for consumers; and

**WHEREAS**, strengthening California's motor vehicle programs will improve California's air quality, promote energy independence, support new jobs and investments in clean technology, help California achieve its goal of reducing global warming emissions, and will continue California's long history of national leadership on air quality and environmental policy; now, therefore be it

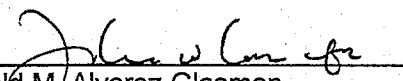
**IT IS HEREBY RESOLVED**, that the City of Bell Gardens urges the State of California and the California Air Resources Board to continue its national and international leadership role in reducing greenhouse gases and promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and

greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

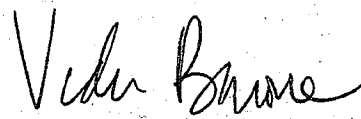
**PASSED, APPROVED AND ADOPTED** this 14th day of June, 2010.

  
PRISCILLA FLORES, MAYOR

**APPROVED AS TO FORM:**

  
Arnold M. Alvarez-Glasman  
City Attorney

**ATTEST:**

  
Vida Barone  
Interim City Clerk

STATE OF CALIFORNIA                     )  
COUNTY OF LOS ANGELES            ) SS  
CITY OF BELL GARDENS                )

I, the undersigned, hereby certify that the foregoing Resolution No. 2010-19 was duly adopted by the City of Bell Gardens City Council at their regular meeting of June 14, 2010 by the following vote:

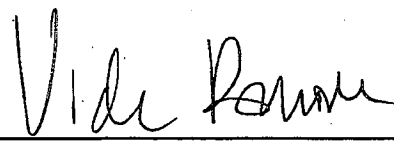
AYES: Mayor Flores; Councilmembers Crespo, Infanzon and Aceituno.

NOES:

ABSTAIN:

ABSENT:

EXCUSED: Mayor Pro Tem Rodriguez

  
Vida Barone, Interim City Clerk



# San Joaquin Valley

## AIR POLLUTION CONTROL DISTRICT



### GOVERNING BOARD

**Tony Barba, Chair**  
Supervisor, Kings County

**J. Steven Worthley, Vice Chair**  
Supervisor, Tulare County

**Judith G. Case**  
Supervisor, Fresno County

**Ronn Dominici**  
Supervisor, Madera County

**Henry Jay Forman, Ph.D.**  
Appointed by Governor

**Ann Johnston**  
Mayor, City of Stockton

**Mike Lane**  
Councilmember, City of Visalia

**Randy Miller**  
Councilmember, City of Taft

**William O'Brien**  
Supervisor, Stanislaus County

**Leroy Ornellas**  
Supervisor, San Joaquin County

**John G. Telles, M.D.**  
Appointed by Governor

**Chris Vierra**  
Councilmember, City of Ceres

**Hub Walsh**  
Supervisor, Merced County

**Raymond A. Watson**  
Supervisor, Kern County

**Vacant**  
Small City Representative, Kings County

**Seyed Sadredin**  
Executive Director  
Air Pollution Control Officer

Northern Region Office  
4800 Enterprise Way  
Modesto, CA 95356-8718  
(209) 557-6400 • FAX (209) 557-6475

Central Region Office  
1990 East Gettysburg Avenue  
Fresno, CA 93726-0244  
(559) 230-6000 • FAX (559) 230-6061

Southern Region Office  
34946 Flyover Court  
Bakersfield, CA 93308-9725  
(661) 392-5500 • FAX (661) 392-5585

[www.valleyair.org](http://www.valleyair.org)

DATE: December 16, 2010

TO: SJVUAPCD Governing Board

FROM: Seyed Sadredin, Executive Director/APCO  
Project Coordinator: Tom Jordan

RE: ADOPT RESOLUTION IN SUPPORT OF THE  
CALIFORNIA CLEAN CARS CAMPAIGN

### RECOMMENDATION:

Adopt the attached resolution encouraging the California Air Resources Board (CARB) to adopt the strongest possible emission standards for light-duty motor vehicles.

### BACKGROUND:

At your October 21, 2010 meeting a representative of Fresno Metro Ministry addressed the Governing Board requesting that the District adopt a resolution supporting the California Clean Cars Campaign efforts to encourage CARB to adopt the strongest possible standards for light duty vehicles.

CARB is in the process of developing new standards for light-duty motor vehicles. Specifically, they are developing the following regulations;

- Low Emissions Vehicle standards (LEV III-Criteria Pollutants)
- Vehicle Global Warming Standards (LEV III-GHG)
- Zero Emission Vehicle Standards (ZEV)
- Clean Fuels Outlet

**DISCUSSION:**

As you are aware, the District's primary authority is in the control of stationary sources of air pollution. Stationary sources in the San Joaquin Valley are subject to the most stringent controls in the nation. Ozone and particulate matter precursor emissions, oxides of nitrogen (NOx) and volatile organic compounds (VOCs), from stationary sources have been reduced by approximately 84% since 1980. In fact, stationary sources now represent approximately 18% of the precursor emissions. CARB has the principle authority to control emissions from mobile sources of air pollution. Since 1980, vehicle miles travelled in the San Joaquin Valley have increased by more than 300%. Mobile sources now represent approximately 81% of the NOx emissions in the San Joaquin Valley. Controlling NOx emissions has been identified as the key to attaining ozone and particulate matter standards.

In order for the Valley to continue to make progress toward meeting air quality standards, it is imperative that additional reductions in mobile source emissions are achieved. CARB is in the process of developing regulations in the four previously mentioned categories pertaining to light-duty vehicles. It is anticipated that the CARB Board will be considering these regulations early next year.

By adopting the attached resolution, the District is encouraging CARB to adopt the strongest possible standards for light-duty vehicles in their upcoming regulatory process. As the regulatory proposals are developed and finalized, District staff will review each specific proposal and develop specific comments as appropriate.

**FISCAL IMPACT:**

Adoption of this resolution will have no impact upon the District's budget.

*Attachment:  
Resolution (2 pages)*

SJVUAPCD Governing Board  
ADOPT RESOLUTION IN SUPPORT OF CALIFORNIA CLEAN CARS CAMPAIGN  
December 16, 2010

San Joaquin Valley Unified Air Pollution Control District  
Meeting of the Governing Board  
December 16, 2010

**ADOPT RESOLUTION IN SUPPORT OF CALIFORNIA CLEAN CARS CAMPAIGN**

**Attachment:**

**RESOLUTION: IN THE MATTER OF CALIFORNIA AIR RESOURCES BOARD**  
**ADOPTION OF LIGHT-DUTY MOTOR VEHICLE STANDARDS**  
(2 pages)



BEFORE THE GOVERNING BOARD OF THE  
SAN JOAQUIN VALLEY UNIFIED AIR  
POLLUTION CONTROL DISTRICT

IN THE MATTER OF SUPPORT OF THE  
CALIFORNIA CLEAN CARS CAMPAIGN

RESOLUTION NO. \_\_\_\_\_

**WHEREAS**, the San Joaquin Valley Unified Air Pollution Control District (District) is a duly constituted unified district, as provided in California Health and Safety Code (CH&SC) Sections 40150 to 40161;

**WHEREAS**, the District's primary authority is the control of stationary sources of air pollution;

**WHEREAS**, stationary sources in the San Joaquin Valley are subject to the most stringent controls in the country;

**WHEREAS**, since 1980 ozone and particulate matter precursor emissions, oxides of nitrogen (NOx) and volatile organic compounds (VOCs), from stationary sources have been reduced by approximately eighty four percent (84%);

**WHEREAS**, stationary sources now represent approximately eighteen percent (18%) of the ozone and particulate matter precursor emissions (NOx+VOC) in the San Joaquin Valley;

**WHEREAS**, since 1980 vehicle miles travelled in the San Joaquin Valley have increased by over three hundred percent (300%);

**WHEREAS**, mobile sources now represent approximately eighty one percent (81%) of the NOx emissions in the San Joaquin Valley;

**WHEREAS**, controlling NOx emissions has been identified as the key to attaining ozone and particulate matter standards in the San Joaquin Valley;

**WHEREAS**, controlling mobile source emissions will have co-benefits in reducing criteria pollutants, air toxics, and greenhouse gas emissions;

1       **WHEREAS**, in order for the San Joaquin Valley to continue to make progress  
2 towards attaining air quality standards it is imperative that additional reductions in  
3 mobile source emissions are achieved; and

4       **WHEREAS**, the California Air Resources Board is the agency with the primary  
5 authority to regulate mobile sources of pollution;

6       **NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:**

7       The Governing Board urges the State of California and the California Air  
8 Resources Board to continue its national and international leadership role in reducing  
9 greenhouse gases and promoting clean vehicle technologies by moving forward quickly  
10 to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce  
11 criteria air pollutants and greenhouse gases and to strengthen the state's Zero Emission  
12 Vehicle (ZEV) and Clean Fuels Outlet (CFO) infrastructure programs to protect the  
13 health of California's economy, environment and its people.

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AYES:

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NOES:

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ABSENT:

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SAN JOAQUIN VALLEY UNIFIED  
AIR POLLUTION CONTROL DISTRICT

22

23

By: \_\_\_\_\_  
Tony Barba, Chair  
Governing Board

24

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26       **ATTEST:**

27       Clerk to the Governing Board

28

By: \_\_\_\_\_